



## Neighborhood Traffic Mitigation Program (NTMP) – Renewed Program development

# Neighborhood Traffic Mitigation Program (NTMP)

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***Welcome!***



Share with your community on Facebook and Twitter using ***#BoulderNTMP***

# Community Meeting #2 Agenda

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- Open House
- Background Presentation
  - Purpose
  - Process
  - Timeline
  - Addressing community questions
- Focus on Process and Communications
  - What other cities do
  - Polling Questions and Reflections
- Mitigation Practices and Effectiveness
  - What other cities do
  - Polling Questions and Reflections
- Wrap Up





# Neighborhood Traffic Mitigation Program (NTMP) – Renewed program development

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## Background

**1994** - NTMP began development

**2000** – NTMP adopted by City Council

**2003** – Funding for the Engineering Treatments, Evaluation and Administration of the NTMP was eliminated from NTMP program

**2003-2016** – Mitigation has been constructed as part of Capital Projects and Hazard Elimination Program funded projects (external funding and separate public processes)

**October 2016** – Options presented to public and TAB for future of NTMP; selected option was to develop new NTMP guidelines and restore engineering treatments to the NTMP

# Neighborhood Traffic Mitigation Program (NTMP)

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## Community involvement to date

- Agenda item at February and March TAB meetings
- Community meeting on February 21<sup>st</sup> - develop goals
  - 24 attendees
- Online survey and Neighborhood Toolkit
  - 410 completed surveys
- Next Door threads

# Neighborhood Traffic Mitigation Program (NTMP)

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## Goals

- Enhance neighborhood livability and safety for all people using all modes by reducing speeding vehicular traffic
- Involve neighborhoods in solving neighborhood-identified traffic issues
- Use clear evidence and a documented process to support the prioritization and impacts of neighborhood traffic calming activities
- Effectively address the public safety interests of emergency responders
- Reflect the overall City transportation policies and values with particular emphasis in Toward Vision Zero and the Transportation Master Plan

# Neighborhood Traffic Mitigation Program (NTMP)

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## Core questions

1. How does a street get into the program?
2. Are there limitations to what types of streets we would construct traffic mitigation projects?
3. How do we treat education and enforcement as tools for speed mitigation in the program?
4. How do we handle system/area impacts of traffic mitigation (i.e. potential for diversion)?
5. How do we balance emergency response issues with desires for traffic mitigation?
6. Is there a qualification process for a street to enter the program (i.e. a level of speeding threshold or something like that)?

# Neighborhood Traffic Mitigation Program (NTMP)

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## Core questions

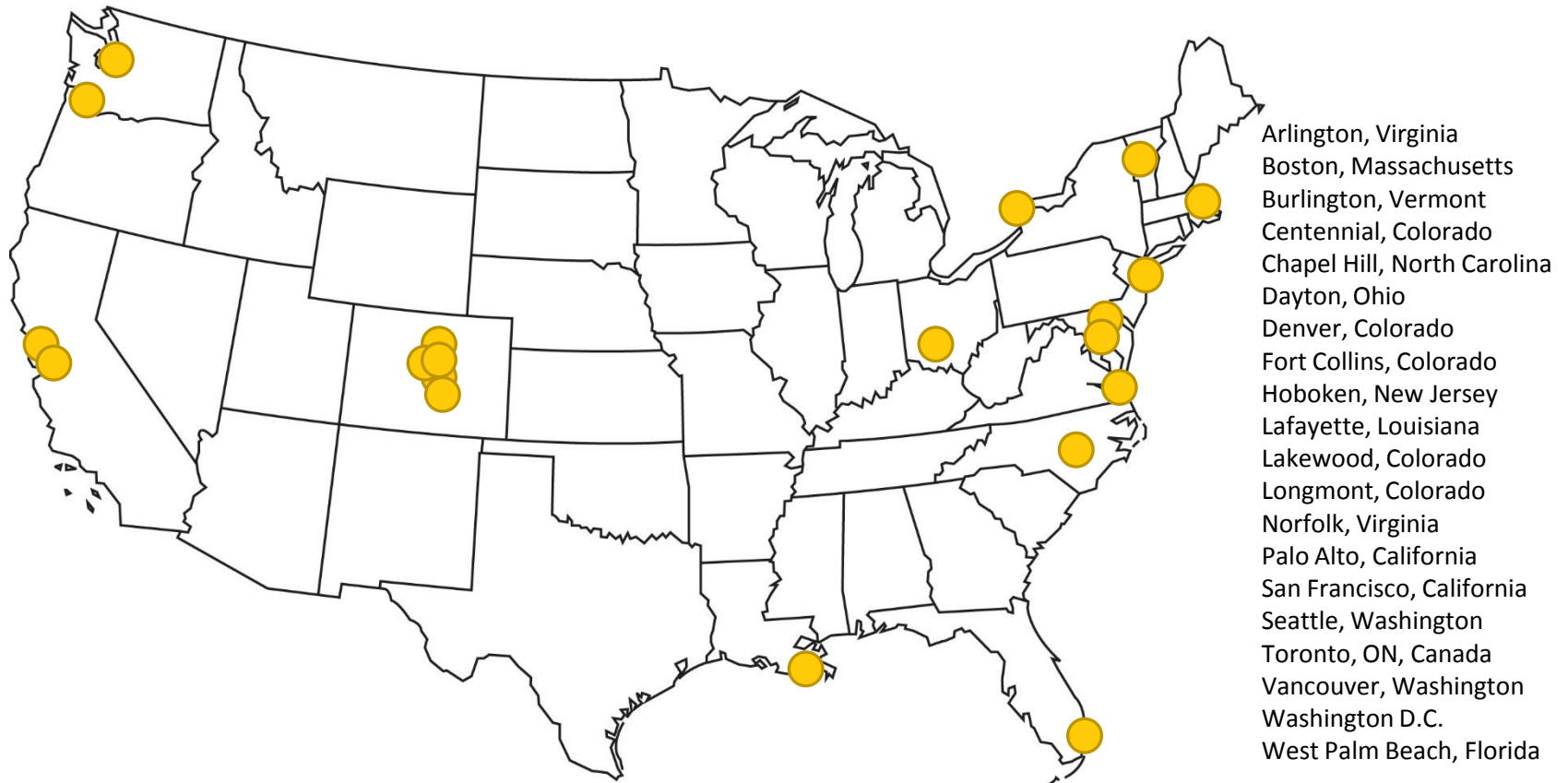
7. What factors do we consider in prioritizing funding?
8. How much public process and neighborhood involvement should occur which each project?
9. How do we decide on a final project for a neighborhood?
10. How are traffic mitigation projects funded?
11. Do we perform “after” studies to check for effectiveness or success?
12. Is there a process a neighborhood can go through to have traffic mitigation devices removed if they feel they are no longer needed or negatively impactful to the neighborhood ?



# Neighborhood Traffic Mitigation Program (NTMP) – Renewed program development

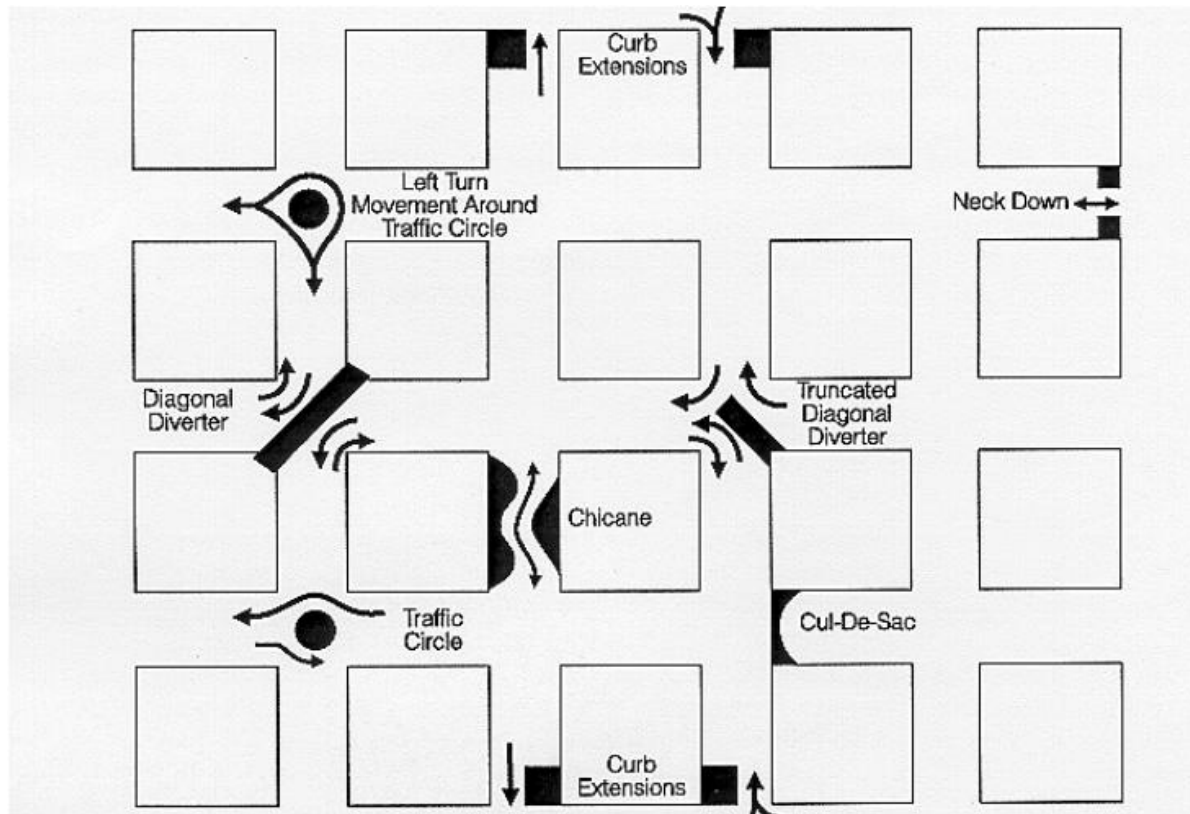
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## Comparable City Research



# Neighborhood Traffic Mitigation Program (NTMP)

## Focus on Process and Communication – Case Studies



*FHWA Course on Bicycle and Pedestrian Transportation*

# Neighborhood Traffic Mitigation Program (NTMP)

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## Comparable City Research

- Many cities have a traffic mitigation or traffic calming program
- Almost all of the programs researched have been redesigned since first adopted (many of them in the last 5 years)



# Neighborhood Traffic Mitigation Program (NTMP)

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## Comparable City Research

- While most communities follow a general process for getting devices installed...
  1. Project application or
  2. Pre-evaluation
  3. Evaluation and project selection
  4. Project development
- No one city has the same process



# Table Discussions

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## Brief Self-Managed Discussions

- For each round:
  - Discussion leader – Keeps the discussion flowing and make sure everyone who wishes to contributes
  - Timekeeper – Track time and give reminders
- Discuss your thoughts on each round of questions and what you learned in the presentation and open house
- When prompted, respond individually to the polling questions

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**Most Collaborative**



Intense neighborhood involvement throughout the process. Residents lead coordination with partner agencies and the City (Boston, MA)



Formation or designation of a citizen Board to lead project evaluation (Vancouver, WA)



Formation of project working group to develop the traffic calming plan (Arlington, VA)



...



City staff collects data and conducts neighborhood meetings; projects are entered into a queue (Burlington, VT)

**Consulting**



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Typical information collected and responsibilities prior to evaluation/prioritization:

## Resident:

- Resident petition
- Speed data (rare cases)
- Coordination with other agencies (police, fire, schools, etc.)
- Presentation to citizen Boards or Commissions (some)

## City:

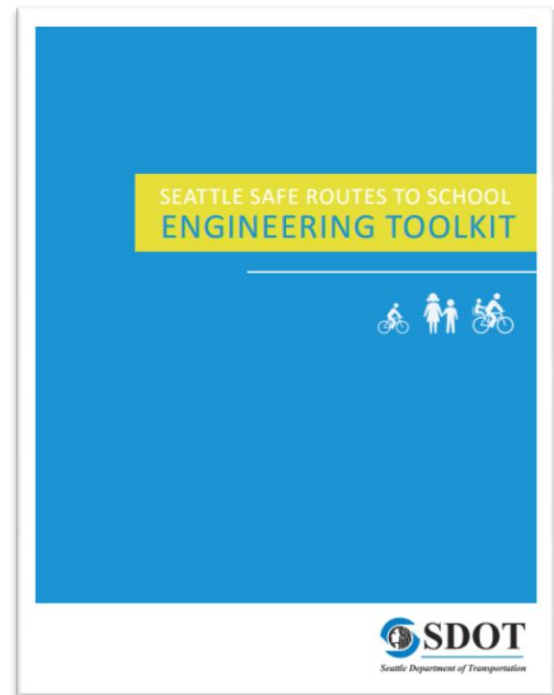
- Speed data
- Traffic volume
- Street classification
- Crash data
- Coordination with other agencies (police, fire, schools, etc.)
- Presentation to citizen Boards or Commissions (some)

# Neighborhood Traffic Mitigation Program (NTMP)

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## Engineering and Enforcement

- Most communities include information to educate about the types of traffic calming devices.
- Difficult to measure effectiveness because it is usually short term and applied in a variety of ways.
- Can be combined with other safety programs (E.g. *Heads Up Boulder*)



# Neighborhood Traffic Mitigation Program (NTMP)

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## Discussion round 1:

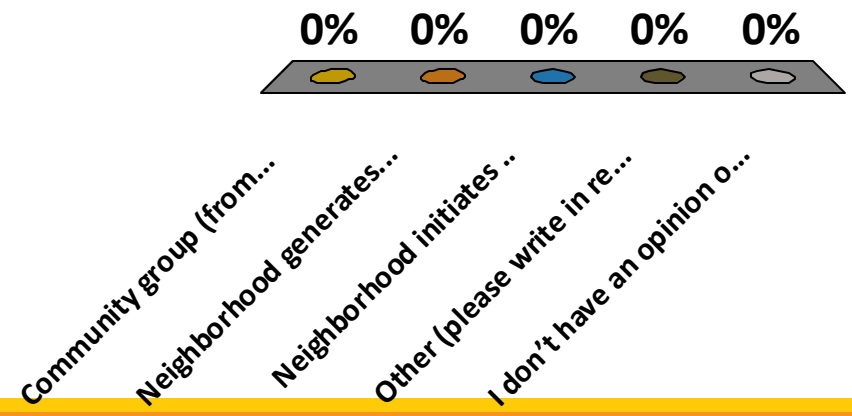
- What level of neighborhood involvement in the program is appropriate for Boulder?
- What information would you use to justify an investigation for entry into the program?
- How important to you are education and enforcement as methods of mitigation?

## Question 1:

What level of neighborhood involvement in the program is appropriate for Boulder?

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- A. Community group (from multiple neighborhoods with the support of city staff), manages the process, prioritizes projects, and provides recommendations
- B. Neighborhood generates participation for the project application; city staff prioritizes projects; and recommended mitigation is determined through a series of neighborhood meetings.
- C. Neighborhood initiates an application; city staff conducts research and makes recommendations based on their professional judgment.
- D. Other (please write in response)
- E. I don't have an opinion on this

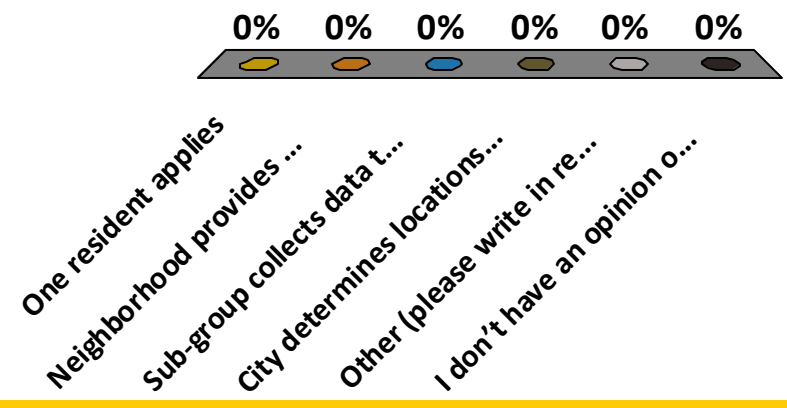


## Question 2:

What information would you use to justify an investigation for entry into the program?

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- A. One resident applies
- B. Neighborhood provides proof of support in initial application
- C. Sub-group collects data to complete the initial application
- D. City determines locations based upon larger community input
- E. Other (please write in response)
- F. I don't have an opinion on this

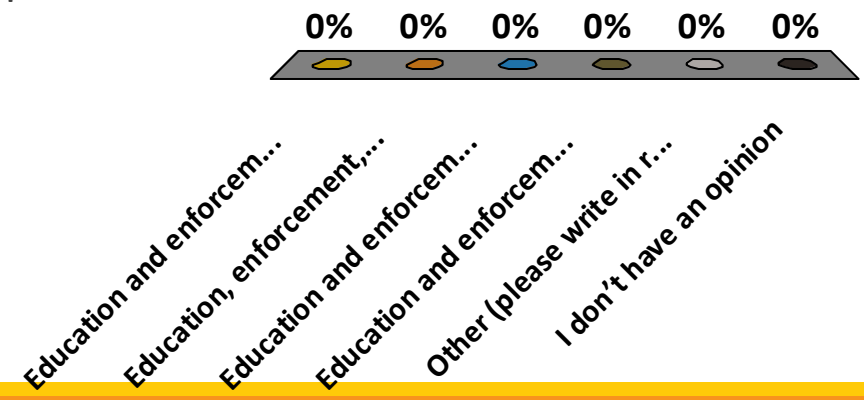


### Question 3:

How important to you is education and enforcement as method of mitigation?

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- A. Education and enforcement should be the priority method for mitigation
- B. Education, enforcement, and engineering are all important to the traffic mitigation process
- C. Education and enforcement could be part of the process, but engineering devices are really what are important
- D. Education and enforcement should not be part of the traffic mitigation program
- E. Other (please write in response)
- F. I don't have an opinion





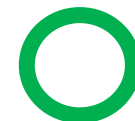
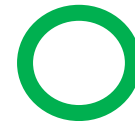
# Neighborhood Traffic Mitigation Program (NTMP)

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## Street Classifications



Case studies  
(typically)

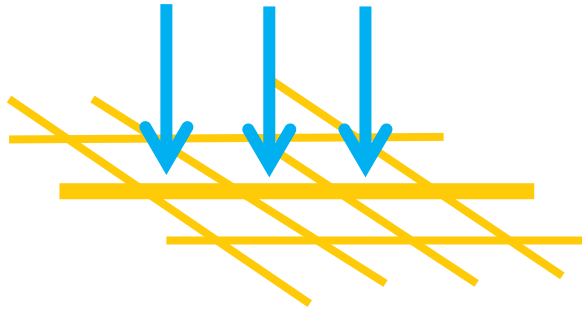


# Neighborhood Traffic Mitigation Program (NTMP)

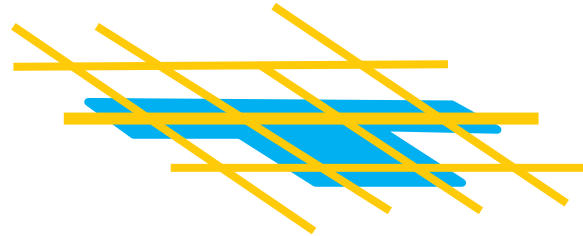
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## Scope of programs

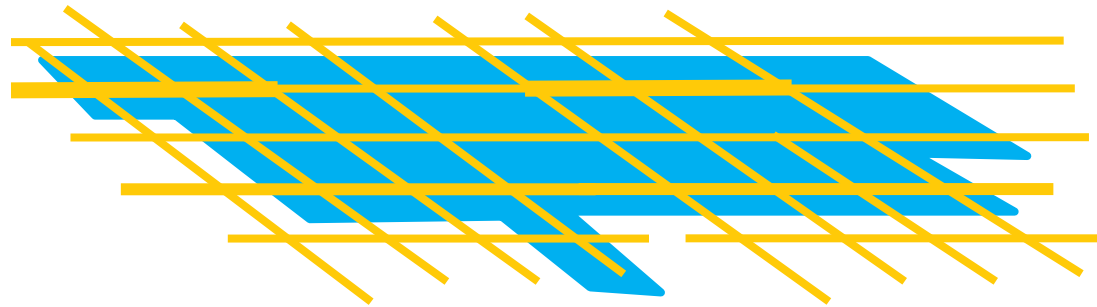
Spot treatment



Corridor or street treatment



Neighborhood



# Neighborhood Traffic Mitigation Program (NTMP)

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Discussion round 2:

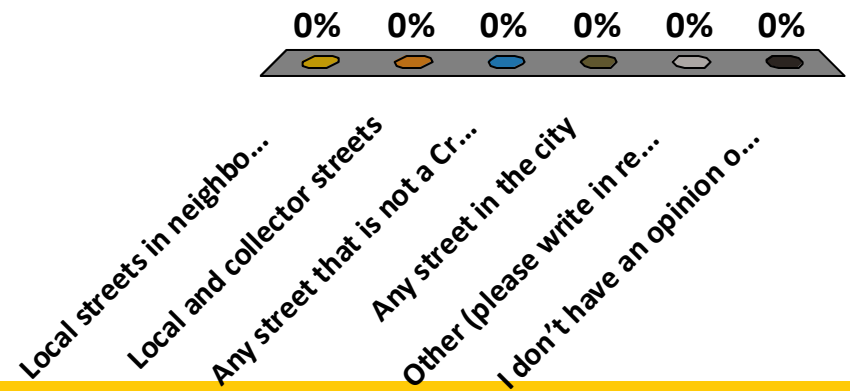
- What types of street classifications should this program focus on?
- Should Boulder focus its program on smaller spot treatments that are potentially implemented on a shorter timeframe?

#### Question 4:

What types of streets should this program focus on?

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- A. Local streets in neighborhoods
- B. Local and collector streets
- C. Any street that is not a Critical Emergency Response Route
- D. Any street in the city
- E. Other (please write in response)
- F. I don't have an opinion on this

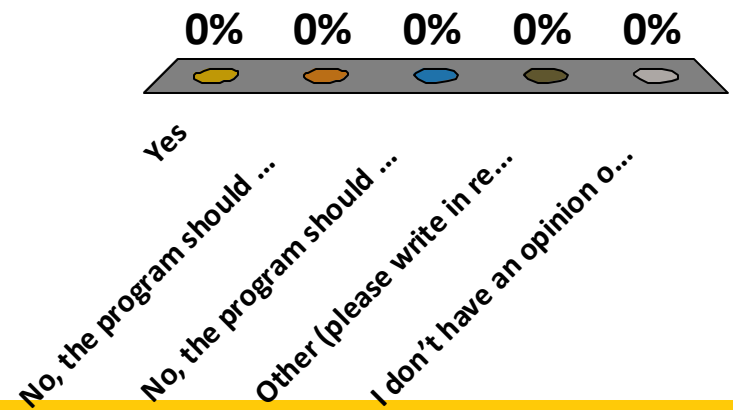


## Question 5:

Should Boulder focus its program on smaller spot treatments that are potentially implemented on a shorter timeframe?

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- A. Yes
- B. No, the program should address both spot treatments and consider neighborhood-wide projects
- C. No, the program should only focus on neighborhood-wide programs
- D. Other (please write in response)
- E. I don't have an opinion on this



# Neighborhood Traffic Mitigation Program (NTMP)

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## Traffic mitigation devices – Functional

How well does it slow cars?



How does it serve people who are not in cars?





# Neighborhood Traffic Mitigation Program (NTMP)

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## Traffic mitigation devices - Functional

What are the impacts for emergency responders?



Source: <https://bikeportland.org/>

# Neighborhood Traffic Mitigation Program (NTMP)

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## Traffic mitigation devices - aesthetic

How does the device look?



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## Ongoing program processes

- Measuring device effectiveness
  - Most communities immediately after installation
- Device removal
  - Same program process for removal
  - Grace period of three years before further action

# Neighborhood Traffic Mitigation Program (NTMP)

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## Discussion round 3:

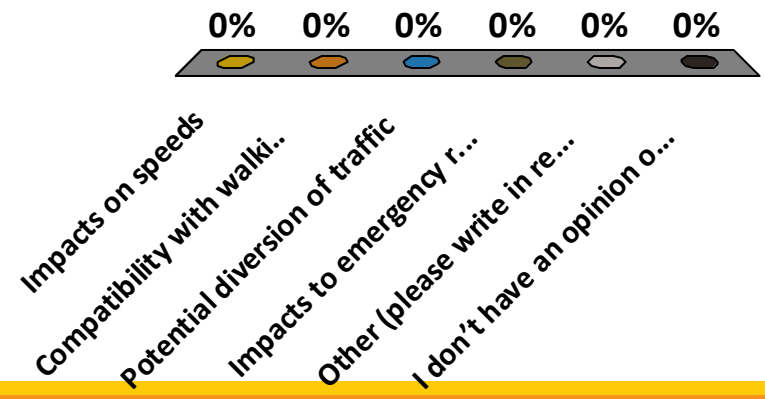
- What information is important to you in choosing the best device to solve a speeding problem?
- Should the program include a process for measuring the effectiveness of mitigation following installation?
- Should there be a process as part of the program to remove devices if they are unwanted or determined to not be effective?

## Question 6a:

What information is *most* important to you in choosing the best device to solve a speeding problem? Choose one.

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- A. Impacts on speeds
- B. Compatibility with walking and bicycling
- C. Potential diversion of traffic
- D. Impacts to emergency response times
- E. Other (please write in response)
- F. I don't have an opinion on this

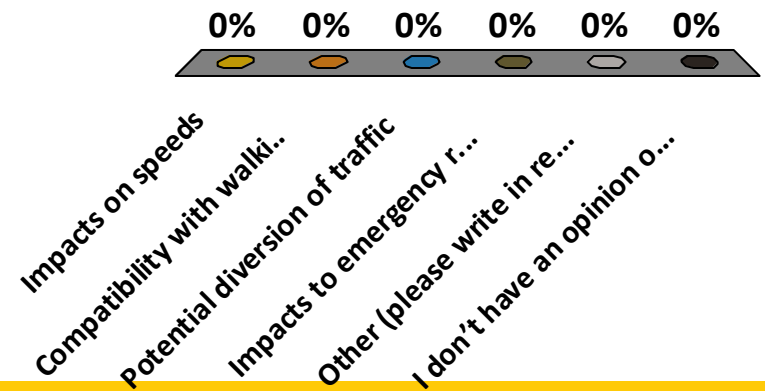


## Question 6b:

What information is *least* important to you in choosing the best device to solve a speeding problem? Choose one.

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- A. Impacts on speeds
- B. Compatibility with walking and bicycling
- C. Potential diversion of traffic
- D. Impacts to emergency response times
- E. Other (please write in response)
- F. I don't have an opinion on this

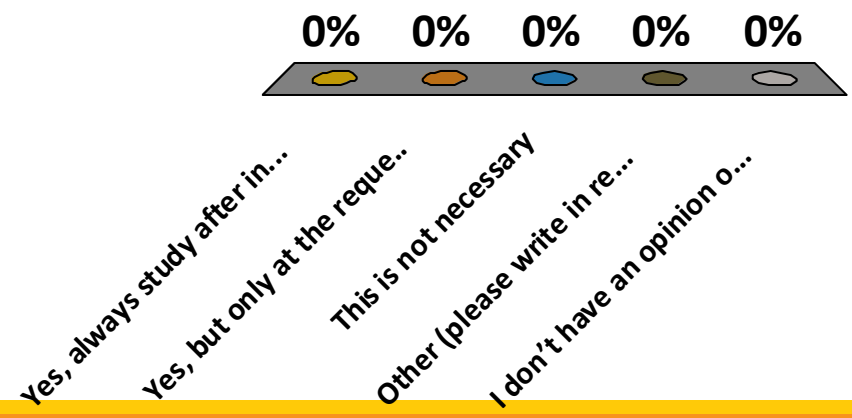


## Question 7:

Should the program include a process for measuring the effectiveness of mitigation following installation?

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- A. Yes, always study after installation to measure effectiveness
- B. Yes, but only at the request of residents
- C. This is not necessary
- D. Other (please write in response)
- E. I don't have an opinion on this



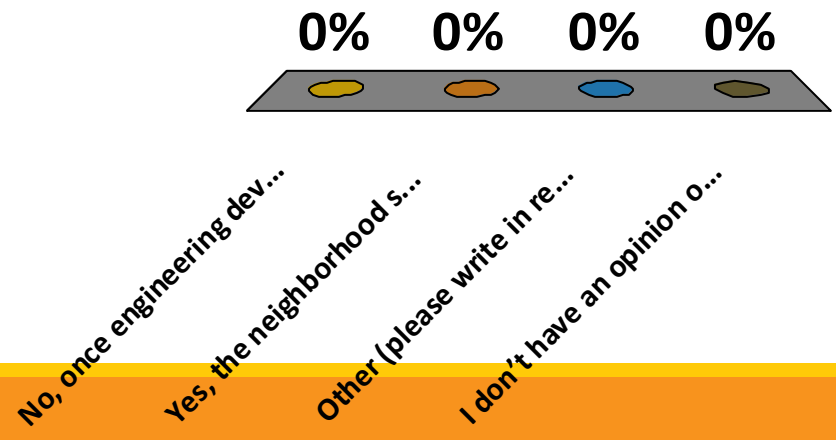


## Question 8:

Should there be a process as part of the program to remove devices if they are unwanted or determined to not be effective?

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- A. No, once engineering devices are installed, they should continue to be maintained unless they are determined to be unsafe
- B. Yes, the neighborhood should be able go through a process to remove devices
- C. Other (please write in response)
- D. I don't have an opinion on this



# Neighborhood Traffic Mitigation Program (NTMP)

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## Costs and Funding

- Devices range in cost from est. \$5,000 for one speed hump to greater than \$100,000 for roadway narrowing or projects that involve drainage work
- Researched communities use several funding processes:
  - Capital improvement budgets
  - Grant funds created by the city
  - Grant funds from other sources – “Safe Routes to School”
  - Resident contributions

# Neighborhood Traffic Mitigation Program (NTMP)

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Discussion round 4:

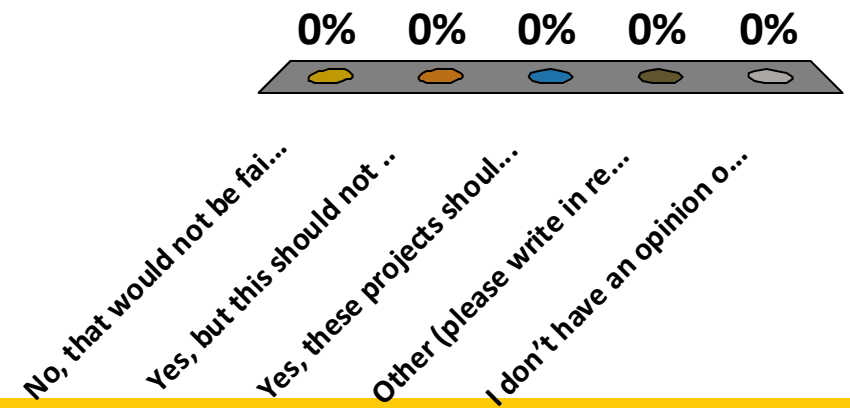
- Should the city contribute to neighborhoods that are willing to pay for their own mitigation devices and should this increase priority for these projects?

### Question 9:

Should the city contribute to neighborhoods that are willing to pay for their own mitigation devices and should this increase priority for these projects?

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- A. No, that would not be fair for neighborhoods that maybe cannot afford to pay for projects
- B. Yes, but this should not be a consideration in project prioritization
- C. Yes, these projects should get priority
- D. Other (please write in response)
- E. I don't have an opinion on this



# Neighborhood Traffic Mitigation Program (NTMP)

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## Next Steps

- Other Opportunities for Involvement
- Neighborhood Toolkit #2 with Online Survey
- Community Meeting #3 (date TBD)
- TAB Meetings
- Website: <https://bouldercolorado.gov/pages/neighborhood-traffic-mitigation-program>

*Thank you for participating in this second step in this study!*

# Thank You!

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# Back Up Slides

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RENEWED NTMP



# Neighborhood Traffic Mitigation Program (NTMP)

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## Schedule

- Agenda item at April TAB meeting (4/10)
- Community meeting in April – Date TBD
  - Discuss proposed program
- New online survey and information
  - Look for updates later this week at [bouldercolorado.gov/transportation/ntmp](http://bouldercolorado.gov/transportation/ntmp)

# Neighborhood Traffic Mitigation Program (NTMP)

Meeting title Meeting format	Recommended Schedule	Meeting Purpose	TAB action
<b>Meeting #1 Goals</b> In-person public workshop and online input	February 21st	Gain insight on community perspectives of a desired NTMP	Feb 13 Endorse process design and agreement to host community conversation
<b>Meeting #2 Community Choices Workshop</b> In-person public open house	Week of March 13 informational meeting with public feedback session (03/14,15 or 16)	Present case studies and gain feedback about desired elements of NTMP based on research	Early March At March TAB meeting - Confirm program goals ; following public meeting provide input on options and key choices outreach
<b>Proposed NTMP Design</b> Online results and inquiry	Week of April 10 informational meeting at April TAB meeting with public feedback session  <b>*Optional second meeting to review technical results and public input</b>	Online display of proposed NTMP process. Public evaluation feedback obtained from online comment forum	Early April Input on evaluation framework prior to meeting; following the public meeting, review evaluation results and public comments and identify preferred approach
<b>City Council Check-in</b>	April 18 City Council Meeting	Shared the proposed NTMP design, and feedback received at April public meeting and TAB check-in	
<b>TAB Recommendation Public hearing</b>	May 8 TAB meeting {no alternate identified}	Public hearing with comment period and open TAB deliberation	Recommendation to Council